THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Names of these airports are given in the enclosed Statements (A) & (B) (*See* below).

(c) The average annual operation and maintenance cost is Rs. 25 lakhs per airport. These airports are economically not viable.

(d) and (e) Closure of these airports is not envisaged at present. However, the matter may be reviewed if viability of the airports does not improve with economic development of the concerned regions.

**Statement 'A'**

*(A) National Airports Authority Aerodromes which receive single flight a day*

1. Aizwal
2. Belgaum
3. Cooch Behar
4. Dehradun
5. Dibrugarh
6. Dimapur
7. Kolhapur
8. Madurai
9. Porbandar
10. Simla
11. Tiruchirappalli
12. Tirupati

**Statement 'B'**

*(B) National Airports Authority Aerodromes which receive two or three flights per week*

1. Gaggal
2. Kandla
3. Rajamundri
4. Vijayawada
5. Pondicherry
6. Tuticorin
7. Agatti

**Inspection of Boeing plane engine mounting parts**

2102. SHRI S. S. AHLUWALIA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that the Boeing Aircraft Company has asked Air India to conduct frequent inspection of Boeing plane engine mounting parts;

(b) if so, what are the details thereof and the reasons therefor; and

(c) the number of Boeing planes at present in the fleet of Air India and in what manner Air India proposes to conduct frequent inspections of the engine mounting parts of the planes ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) Boeing Company has asked all Boeing-747 aircraft operators, including Air India, to inspect the 'strut to wing' attached pins after a certain number of landings or alternatively, replace the pins, with new pins provided by the Boeing Company. Air India has 11 Boeing-747 aircraft and the pins in all these aircraft have been replaced with new pins.

**Delayed Indian airlines and Air India flights due to hoax bomb calls**

2103. SHRI S. S. AHLUWALIA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that many Air India and Indian Airlines flights were delayed in the recent past due to hoax bomb calls;

(b) if so, what are the details thereof for the last one year;

(c) the amount of losses suffered by these two airlines due to delay in flights; and

(d) what action Government proposes to take to detect hoax bomb calls to prevent delay in flights?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) During the period August, 1992 to July, 1993, 36 flights of Indian Airlines were delayed due to hoax bomb calls. The expenditure incurred for providing refreshment etc. to passengers of the delayed flights during the period is estimated at Rs. 2·60 lakhs. Information in respect of Air India is being collected and will be laid on the table of the House.

(d) The following preventive measures have been/are being taken :—

(i) Telephone authorities have been approached to make arrangements where ever feasible for tracing the originators of such calls.

(ii) The existing procedure to deal with bomb threats is being revised to make distinction between 'specific' and 'non-specific' calls.

(iii) Staff have been briefed to prolong the conversation with the caller to facilitate tracing.

**Bell Jet Ranger Helicopter installed under UNDP**

2104. SHRI GOPALSINH G. SOLANKI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a Bell Jet Ranger Helicopter VT-DIP was installed under the United Nations Development Programme for conducting survey of forest resources;

(b) if so, the details thereof;

(c) whether there has been any agreement to transfer this helicopter from Vayudoot to M/s. Aparna Aviation on payment of rupees one lakh;

(d) if so, what are the terms on which it has been given to M/s. Aparna Aviation and in what manner the balance amount will be recovered from the company;

(e) whether the Pawan Hans Limited had demanded this helicopter before the agreement with M/s. Aparna Aviation; and

(f) if so, what are the reasons for not giving it to the Pawan Hans Limited?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Bell Jet Ranger helicopter VT-DIP was received by the Government of India under United Nations Development Programme assistance for pre-investment survey of forest resources. On completion of the project, the ownership of the helicopter was transferred in 1976 to the erstwhile Agro Aviation Division in the Ministry of Agriculture. The Agro Aviation Division was subsequently transferred to Vayudoot Limited. Accordingly, the helicopter came to Vayudoot.

(c) and (d) An agreement was signed between Vayudoot and M/s Aparna Aviation Pvt. Ltd. on 30th May, 1991 for the latter to take the helicopter on lease for one year. An advance of Rs. one lakh was received from the company. But the arrangement did not materialise due to premature failure in the engine of the helicopter. M/s Aparna Aviation was informed accordingly and the advance received was returned. No amount has to be recovered from them.

(e) and (f) Pawan Hans Ltd. requested Vayudoot for wet lease of helicopter but by that time Vayudoot had entered into the aforesaid agreement with M/s Aparna Aviation.

**Setting up of Offices by DGCA to Monitor Operation of Air Taxi Operator**

2105. SHRI VIREN J. SHAH: Will the MINISTER OF CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Directorate General of Civil Aviation propose to set up offices in New Delhi and Bombay to monitor the operations of the air-taxi operators;

(b) if so, what are the details about the functions of these offices;

(c) the names of other places where these offices are likely to be set up; and

(d) whether airworthiness of the aircrafts deployed by the taxi operators and safety aspects of these operations will be checked before these aircrafts are put into operation, if so, what are the details in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) DGCA has offices at 14 places in India. These offices exercise regulatory control over airworthiness, operational and other related matters. Besides, two Safety Audit Teams have been constituted at Bombay and Delhi to conduct inspection of matters relating to air safety, security and maintenance of air taxis. These two teams carry out inspections not only at Delhi and Bombay but at other places also.

(d) Airworthiness and safety aspects of aircraft deployed by Air Taxi Operators are already being checked by the regulatory authority. Only aircraft having certificate of airworthiness are allowed to fly.

**Issue of No Objection Certificate to Jet Airways**

2106. SHRI VIREN J. SHAH
SHRI PRAMOD MAHAJAN: Will the MINISTER of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have issued a No Objection Certificate to Jet Airways to operate as an air taxi operator;

(b) if so, what are the terms and conditions;

(c) whether Jet Airways propose to have a tie up with Gulf Air and Kuwait Airways if so, on what terms and conditions; and